



Brent Spence Bridge Corridor Project City of Fort Mitchell Meeting Summary November 30, 2022

Introduction

The City of Fort Mitchell (COFM) meeting was held on November 30, 2022, from 6:30 pm to 9:00 pm. The meeting was held at the city administrative building located at 2355 Dixie Highway in Fort Mitchell, KY. It was publicized through the COFM Instagram page, COFM Twitter page, and the COFM email list (see Attachment 1). Attendees at the meeting included:

- The City of Fort Mitchell
- Members of the public
- Representatives of Highland Cemetery
- Representatives of DeMaria Dental
- The City of Crescent Springs
- The City of Covington
- Representatives from the Blessed Sacrament Church
- Representatives of ServPro
- The project team

In total, fifty-four (54) people attended the meeting, including eight (8) individuals from the City Fort Mitchell and the project team (see Attachment 2). Photographs are included in Attachment 3.

The meeting format included a formal presentation by Stacey Hans (KYTC) (see Attachment 4). After the meeting, the project team responded to questions and comments offered by those present.

Exhibits showing plan views of the project through the COFM and renderings of the proposed bridge were available for viewing before and after the meeting (see Attachment 5). Written comment forms, a demographic survey, and a postcard inviting individuals to visit PublicInput.com/bsbc to review project materials and offer additional feedback were also provided. Five (5) comment forms and five (5) demographic surveys were returned at the meeting.

Demographics

The following is a breakdown of the responses received from the demographic survey.



WHAT IS YOUR RACE OR ETHNICITY?

- Black or African American
- American Indian or Alaskan Native
- Asian
- Hispanic or Latino
- White
- Native Hawaiian or Other Pacific Islander
- I prefer to self-describe



WHAT IS YOUR PRIMARY LANGUAGE SPOKEN IN YOUR HOME?

- English
- Spanish
- Other (Please specify)



WAS PROJECT INFORMATION TRANSLATED INTO OTHER LANGUAGES APPROPRIATELY?

- Yes
- No
- Not Applicable



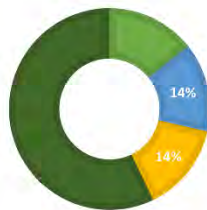
HOW MANY PEOPLE LIVE IN YOUR HOUSEHOLD?

- 1-2
- 3-5
- 6+



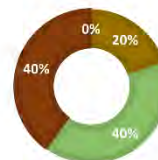
WHAT ARE THE AGE RANGES OF THOSE LIVING IN YOUR HOUSEHOLD?

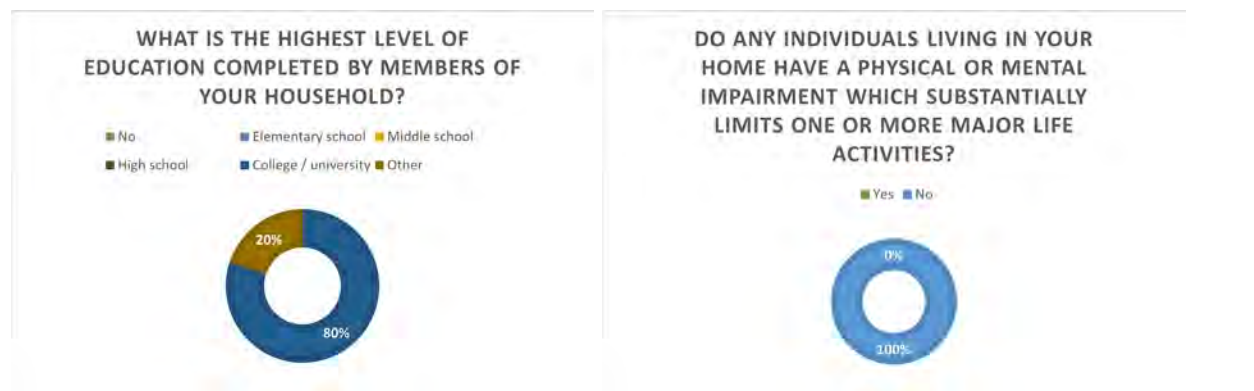
- Under 18
- 19-44
- 45-64
- 65+



WHAT IS YOUR ANNUAL HOUSEHOLD INCOME?

- Less than \$10,000
- \$10,000 - \$24,000
- \$25,000 - \$49,000
- \$50,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000+
- Not Answered





A write-in space was provided to provide suggestions for additional ways ODOT and KYTC can improve the inclusiveness of their public outreach efforts. The only comment received was:

- Post Card or letter. We knew nothing about the meeting. A friend told us.

Comments

Attendees posed a number of questions during the course of the presentation / meeting. Table 1 is provided as a summary of the questions and answers. Common themes from the questions include:

- Concern over existing noise levels, clarification / understanding of the process for noise evaluations, and the discussion of impacts with / without noise wall.
- Clarification of timeline and staging of construction.
- Concern over pedestrian access across the interstate (and ramps), particularly for kids wanting to walk to school.

The comment sheets returned at the meeting are included in Attachment 6. All written comments will be documented in the project public comment and response summary. All comments and responses will be posted to the project website (www.brentspencebridgecorridor.com) in January 2023. Individuals who provide contact information will be notified when the comments and responses are made publicly available.

Comments noted on the survey forms returned at the meeting include:

- The Ft Mitchel (sic) Point neighborhood is concerned about increased noise from the highway. We are hopeful that some noise abatement structure will be part of the project.
- Need a sound wall.
- Concern regarding [address redacted] on Lewis. Was told property was on the demo list but did not hear back.
- Not everyone is connected to the internet. Perhaps a post card might be helpful.



Table 1

Question	Project Team Response
Are the southbound lanes decreasing from 6 to 5 to 4?	Yes, this is to tie down to the existing interstate.
Are you staying in the existing footprint to add the additional lanes?	In general, some amount of property will be required to widen the interstate.
Will the existing bridge be shut down during construction like it has been during previous maintenance work?	When it was worked on previously, there was not a companion bridge. We can't say for certain that it won't be shut down during construction, but we anticipate the companion bridge to be built first, the traffic moved to the new companion bridge, and then the rehabilitation of the existing bridge will take place. KYTC is committed to maintaining traffic across the river throughout construction.
What are the total number of lanes on the bridges?	There will be 5 lanes in each direction on the companion bridge for interstate traffic and the existing bridge will be reduced to 3 lanes in each direction to handle local traffic. The companion bridge will be "stacked" like the existing bridge.
Did you ever consider tunneling?	Yes, but the grade made it undesirable.
Will Kyles Lane have to be reconfigured?	Yes, it will have to be reconstructed. One of the DBT's goals will be to look at cost-saving opportunities to reduce impacts.
Will parts of Fort Mitchell be cut off from the other side during construction?	Maintenance of traffic will be a conversation with the DBT, and will include the local police and other emergency vehicles. Consideration will be made for detour routes, emergency situations, response times, etc.
Did the department consider truck lanes? There are a lot of vehicles cutting off trucks to get to exits.	We have not considered them as part of this project. With the project adding capacity, we hope it won't be as much of a concern.
Is the project widening the interstate south of Dixie Highway?	This is where we're trying to tie down as quick as possible.
How can you add more lanes without cutting into the hill?	We're already at 6 lanes in this section. Some additional right of way will be purchased, but we're staying within the existing footprint as much as possible.
If there's a noise wall, can the noise bounce off and go up and over?	Yes, but things such as wall texture and distance reduce the amount.
Are you taking noise measurements before construction?	Yes. Noise readings were taken this summer.



<p>The noise is already unacceptable. Last time we were told there was no noise abatement but it's gotten worse.</p>	<p>We can't add noise walls for existing roadways, but we reevaluate roadways when there is a new project. What we've done in the past doesn't apply in this situation.</p>
<p>What land does the city own that isn't a part of the Mercedes Benz property? They've cleared off a hillside so people can see the lot, but it's made it louder.</p>	<p>The state owns a portion of the land, but vegetation is not considered a form of noise abatement.</p>
<p>What traffic volumes were used in the noise analysis?</p>	<p>The model is based on the predicted traffic in the year 2050.</p>
<p>So you're saying the wall meets the criteria for sound but that there's not enough people that it affects?</p>	<p>Yes.</p>
<p>Is the Fort Mitchell overpass being rebuilt?</p>	<p>That is currently the plan, but the DBT may come up with an alternative solution.</p>
<p>Was a non-at-grade pedestrian facility considered from Beechwood to West Maple? Is that enhancement possible? There is no bus system in this area, so it is very unsafe for kids walking to school. Most specifically for the southbound on-ramp.</p>	<p>KYTC will investigate that situation more.</p>
<p>What is the cost of the project?</p>	<p>We're looking at north of \$3 billion.</p>
<p>Driving on Dixie Hwy is terrible because of the construction. Any plans for making it better? Sounds like the corridor will be a mess for 5 years.</p>	<p>That will be a part of the Maintenance of Traffic Plan, and KYTC will work on it as we go along. Construction in this area will more likely be 2 construction seasons, as we'll focus on phasing and how to construct in portions to help move traffic.</p>
<p>Whose noise policy do you follow and who sets it?</p>	<p>It is KYTC's policy, and it is set by KYTC in coordination with FHWA.</p>
<p>Has the team considered alternative surface types? There was an increased noise when the surface was changed from asphalt to concrete.</p>	<p>Yes, we are considering it. We have the Kentucky Transportation Center looking into quiet pavement types for this project.</p>
<p>Who does this project serve? Does it help the locals? What about air pollution?</p>	<p>It helps local residents who work in Cincinnati, and it helps reduce congestion in the area. Air pollution will actually be improved since vehicles will be moving instead of idling due to traffic backups.</p>
<p>Any thoughts on diverting truck traffic?</p>	<p>There are a significant number of motor carriers with destinations in this area, so policing the truck traffic to determine who belongs and who doesn't would be a hard task. Also, it's worth noting that this is an interstate roadway and consideration must be taken for the purpose of the interstate.</p>



Attachment 1: Advertising Materials



Upcoming

November 2022

WED
30

November 30 @ 6:30 pm - 8:30 pm

Brent Spence Bridge Corridor Project Meeting

Fort Mitchell City Building (Council Chamber)
2355 Dixie Highway, Fort Mitchell, KY

Brent Spence Bridge Corridor Project Meeting 11-30-22



December 2022

THU
1

December 1 @ 5:30 pm - 6:30 pm

LiveWell Fort Mitchell Produce Popup

Fort Mitchell City Building (Parking Lot) 2355 Dixie Highway, Fort Mitchell, KY 41017, Fort Mitchell, KY



SUN
4

December 4 @ 1:00 pm - 5:00 pm

Holly Jolly Days (Fort Mitchell Day)



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Seth Turner

From: [REDACTED]
Sent: Tuesday, November 29, 2022 9:24 AM
To: [REDACTED]
Subject: Fw: Brent Spence Bridge Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[Sent from Yahoo Mail for iPhone](#)

Begin forwarded message:

On Wednesday, November 2, 2022, 10:41 AM, City of Fort Mitchell <news@fortmitchell.com> wrote:

No images? [Click here](#)



Brent Spence Bridge Meeting

The [Ohio Department of Transportation](#) (ODOT) and [Kentucky Transportation Cabinet](#) (KYTC) will hold a neighborhood outreach meeting for the Brent Spence Bridge (BSB) Corridor Project on Wednesday, November 30 at 6:30pm at the Fort Mitchell City Building, 2355 Dixie Highway.

The purpose of the public meeting is to share updates on the BSB Corridor Project and to offer residents in surrounding neighborhoods the opportunity to share feedback with the Project Team. For more information, go to

https://link.edgepilot.com/s/65f0be72/bHoDe_5fB0aWFtnQwN4n2Q?u=https://brentspencebridgecorridor.com/.



You're Invited

The Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC) are conducting a series of **neighborhood outreach meetings** for the Brent Spence Bridge (BSB) Corridor Project

Purpose: To share updates on the BSB Corridor Project and to offer residents in surrounding neighborhoods the opportunity to share feedback with the Project Team

When: November 30, 2022 | 6:30pm

Where: Fort Mitchell City Building (Council Chamber)
2355 Dixie Highway, Fort Mitchell, KY 41017

Hope to see you there!

If you need assistance attending this meeting, please call Stacey Hans at [\(859\) 341-2700](tel:8593412700).

View the most recent project newsletter at the following link:
<https://mailchi.mp/aae28ef3744d/brent-spence-bridge-e-newsletter-16606655>

ODOT PID 89068 | KYTC Project Item No. 6-17

City Communication



* Go to our Website - fortmitchell.com

* Like us on Facebook - [@fortmitchell](https://www.facebook.com/fortmitchell)

* Follow us on Instagram - [fortmitchellgov](https://www.instagram.com/fortmitchellgov)

* Follow us on Twitter - [fortmitchellgov](https://twitter.com/fortmitchellgov)

* Watch us on YouTube - [Fort Mitchell](https://www.youtube.com/Fort Mitchell)

* Subscribe to our [E-Newsletter](#)

Next City Council Meeting:

Monday, November 14, 2022

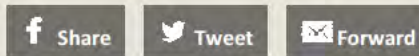
6:30pm

City Building (Council Chamber)

2355 Dixie Highway, Fort Mitchell, KY 41017

For more information, visit the City of Fort Mitchell [website](#).

Meetings provide an opportunity to bring comments, suggestions, and concerns before City Council. Agenda, [future scheduled meetings](#), and past minutes are available on the City's [website](#). Televised meetings can be viewed through [TBNK](#).



City of Fort Mitchell
2355 Dixie Highway
Fort Mitchell, KY 41017
fortmitchell.com

Monday - Friday, 8:00am - 4:30pm

City Office: 859.331.1212
Fire Administration: 859.331.1267
Police Administration: 859.331.2823
24/7 Non-Emergency: 859.356.3191
Public Works Administration: 859.331.1212

[Unsubscribe](#)

Links contained in this email have been replaced. If you click on a link in the email above, the link will be analyzed for known threats. If a known threat is found, you will not be able to proceed to the destination. If suspicious content is detected, you will see a warning.

Seth Turner

From: [REDACTED]
Sent: Monday, October 31, 2022 9:52 AM
To: Sherry Kish
Cc: [REDACTED]
Subject: RE: Brent Spence Bridge Presentation on 11/30/22

Hi Sherry,

Please see the X'ed boxes below. We will get to work on it.

Thanks,

Edwin



Edwin King

City Administrative Officer
City of Fort Mitchell

[REDACTED]

2355 Dixie Highway
Fort Mitchell, KY 41017

www.fortmitchell.com



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From: [REDACTED]
Sent: Friday, October 28, 2022 4:02 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Brent Spence Bridge Presentation on 11/30/22

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Edwin,

Thank you so much for working with us to get a meeting scheduled to allow the Brent Spence Bridge project team to talk with the City of Fort Mitchell residents on November 30th. As you know, the project team wants to share information about the project and create a community conversation where your residents can share their questions and comments on the upcoming project. To ensure that all of your residents know about this opportunity, we wanted to walk through what options you have available for marketing the meeting and whether you need assistance in getting the word out. Below is a table with a list of ideas of how to communicate the opportunity – many of these come from the neighborhood representatives we are working with on these meetings. If you would be kind enough to let us know what capabilities you have and what assistance you might need, we can be helpful bolstering your existing outreach.

Our goal is to be sure all notifications about the meeting opportunity are sent out a minimum of 14 days, preferably sooner, before each meeting.

Media Outlet	Description	Can do this (mark with an X)	Completed? (Please provide date completed for Federal tracking.)
Prior Meeting Notice	Can you share BSB as an upcoming topic at a previous city/neighborhood meeting?	X	
Email list	Can you email a neighborhood wide or citywide email list with information about BSB presentation at the upcoming meeting?	X (We can send to our newsletter distribution list)	
Facebook (private to neighborhood/city)	Can you share a Facebook message about BSB presentation?	X	
Post a sign at the local coffeehouse or gathering place	Is there a special place in your neighborhood where everyone would see this message?	X	
Share with a school PTO/PTA	Is there an elementary school with an active PTO/PTA that might be willing to share this message?	X	
Other	Is there another outlet you have available to get the word out?		
Do you need assistance from us with advertising?	We made a flyer for your consideration (attached to this email).	Thanks for the Flyer	

As we move forward towards the meeting, Seth Turner (copied here) will be your point of contact for outreach assistance. He has been helping on broader outreach efforts for BSB so we wanted to bring him in to assist on our neighborhood specific meetings.

Thanks!
Sherry

Sherry R. Kish



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Instagram

Log In Sign Up



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View the most recent project newsletter at the following link:
<https://mailchi.mp/aae28ef3744d/brent-spence-bridge-e-newsletter-16506655>

ODOT PID 89068 | KYTC Project Item No. 6-17



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Fort Mitchell, Kentucky



fortmitchellgov The Ohio Department of Transportation (ODOT) and Kentucky Transportation Cabinet (KYTC) will hold a neighborhood outreach meeting for the Brent Spence Bridge (BSB) Corridor Project on Wednesday, November 30 at 6:30pm at the Fort Mitchell City Building, 2355 Dixie Highway.

The purpose of the public meeting is to share updates on the BSB Corridor Project and to offer residents in surrounding neighborhoods the opportunity to share feedback with



5 likes

1 DAY AGO

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City of Fort Mitchell
@fortmitchellgov



The @ODOT_Statewide and @KYTC will hold a neighborhood outreach meeting for the Brent Spence Bridge Corridor Project tonight (Wednesday, November 30) at 6:30pm at the Fort Mitchell City Building, 2355 Dixie Highway. For more information, go to brentspencebridgecorridor.com.



You're Invited

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Where: Fort Mitchell City Building (Council Chamber)
2355 Dixie Highway, Fort Mitchell, KY 41017

Hope to see you there!



Attachment 2: Sign-In Sheets



BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting – November 30, 2022

Name	Representing	Address	Phone	Email
1. <u>Jim Danneman</u>	<u>Ft Mitchell Property Owner</u>			
2. <u>PETER + IRENE HESS</u>	<u>FT MITCHELL PROPERTY</u>			
3. <u>James D.</u>	<u>_____</u>			
4. <u>James D. Waincott</u>	<u>Ft. Mitchell Property</u>			
5. <u>Man Cuy</u>	<u>" " "</u>			
6. <u>Jamie and Michelle Keller</u>	<u>" " "</u>			
7. <u>Kevin Dicke</u>	<u>Ft. Mitchell Resident</u>			
8. <u>Bryson Law</u>	<u>Ft Mitchell resident</u>			
9. <u>Dick Bruns</u>	<u>Ft Mitchell Resident</u>			
10. <u>Tom Howebrock</u>	<u>Highland Cemetery</u>			
11. <u>Amy & Mark Higgins</u>	<u>home owner</u>			
12. <u>Wayne & Tara & Ke</u>	<u>_____</u>			
13. <u>Chris & Amy Derry</u>	<u>Homeowner</u>			
14. <u>Michael Schoech</u>	<u>Ft. Mitchell Resid</u>			
15. <u>Martha + Michael Murphy</u>	<u>(Ft. M. Property</u>			
16. <u>Carrie + Mick Schoech</u>	<u>Ft. Mitchell,</u>			
17. <u>Kim Moore</u>	<u>Homeowner</u>			
18. <u>Denise Halpin</u>	<u>134 W. Maple Ave. Ft. Mitchell</u>			
19. <u>Mo Halpin</u>	<u>Homeowner</u>			
20. <u>Dr A DAVID P DENMARI</u>	<u>110 W. Maple Ave</u>			
	<u>"</u>			
	<u>De Maria Dental</u>			

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting – November 30, 2022

Name	Representing	Address	Phone	Email
1. Jerry Deatherage	City of Ft Mitchell			
2. Mary Barks	self			
3. Roger & Martha Kuehle	self / property owner			
4. Mike Daly	City of Crescent Springs			
5. Carol Rector	Blessed Sacrament Church			
6. L. Roger Cole	City of Ft. Mitchell			
7. SUSAN M. JOHNSON	SELF/PROP OWNER			
8. MICHAEL STOECKLE	City of Ft Mitchell			
9. Ed O'Connell				
10. BILL REIS	SELF			
11. Carol Beirne	self			
12. Joe McCafferty	self			
13. MICKI LOU ANN HOLTZLEIFER	SELF and HOA			
14. Patty Kaiser	self			
15. Nolan Nicaise	City of Covington			
16. Matt & Kim Schamer	self			
17. Kevin Kunkle	Self			
18. Dwight Seidel	self			
19. Joe Hartbe	Serupro			
20. Sodi Heflin	HNTB			
Mark Becherer	HNTB			

Please print clearly • Contact information is optional but must be included if you wish to receive updates.

BRENT SPENCE BRIDGE CORRIDOR PROJECT

Neighborhood Outreach Meeting – December 1, 2022

Name	Representing	Address	Phone	Email
1. <u>Scott Scholtz</u>	_____	_____	_____	_____
2. <u>Michael Leathers</u>	<u>HMB</u>	_____	_____	_____
3. <u>Stacey Hans</u>	<u>KYTC</u>	_____	_____	_____
4. <u>Gary Valentine</u>	<u>KYTC</u>	_____	_____	_____
5. _____	_____	_____	_____	_____
6. _____	_____	_____	_____	_____
7. _____	_____	_____	_____	_____
8. _____	_____	_____	_____	_____
9. _____	_____	_____	_____	_____
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14. _____	_____	_____	_____	_____
15. _____	_____	_____	_____	_____
16. _____	_____	_____	_____	_____
17. _____	_____	_____	_____	_____
18. _____	_____	_____	_____	_____
19. _____	_____	_____	_____	_____
20. _____	_____	_____	_____	_____

Please print clearly • Contact information is optional but must be included if you wish to receive updates.



Attachment 3: Photographs



Attachment 3: Photographs





Attachment 4: Presentation

BRENT SPENCE
BRIDGE CORRIDOR



Fort Mitchell Meeting (KY)
November 30, 2022



INVESTING IN LOCAL COMMUNITIES. GROWING AMERICA'S ECONOMY.
brentspencebridgecorridor.com



The meeting will open with introductions of the Project Team in attendance (2 min).

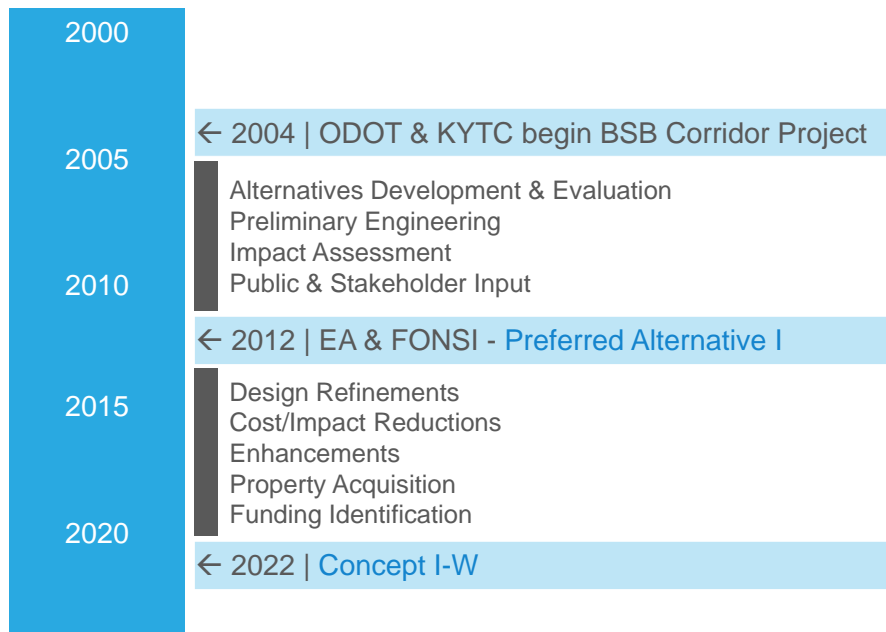
Welcome

- Meeting purpose
 - Share updates on the Brent Spence Bridge (BSB) Corridor Project
 - Offer residents in Fort Mitchell the opportunity to share feedback with the Project Team
- Agenda
 - General project overview
 - Project specifics in the Fort Mitchell area
 - Discussion/feedback from Fort Mitchell residents



The reason we're here tonight is to give a brief overview of the Brent Spence Bridge Corridor Project both for those of you who aren't familiar with the project and for those of you who have been following the progress over the past decade. We're also here to give specific details about what the project will look like in and near Fort Mitchell. Most importantly, tonight we're focusing on hearing from the residents of Fort Mitchell. We're here to answer your questions and to listen to your feedback about the project.

Project History



3

For those of you who haven't been following the project for the last 15 years, let's go over a quick history.

In 2004, ODOT and KYTC formally began studying ways to improve 7.8 miles of I-71 and I-75 in Kentucky and Ohio. In Kentucky, that includes I-71 and I-75 from just south of Dixie Highway to the Brent Spence Bridge. Through a series of preliminary engineering and planning studies, we developed several potential alternatives for improving the corridor. We completed preliminary engineering and evaluated the impacts of each alternative. We also held several public meetings to gather feedback on the alternatives. The whole process led to the development of an Environmental Assessment (which is abbreviated "EA" on this slide) that compared the benefits and impacts of the alternatives and recommended one alternative – called the preferred alternative - to move forward into detailed design and construction. After reviewing the EA and gathering more feedback through public hearings, the Federal Highway Administration issued a decision called a "Finding of No Significant Impact" (also called a FONSI, as shown on this slide), which marked the formal approval the project and allowed the preferred alternative – Alternative I – to move into the next stages of design.

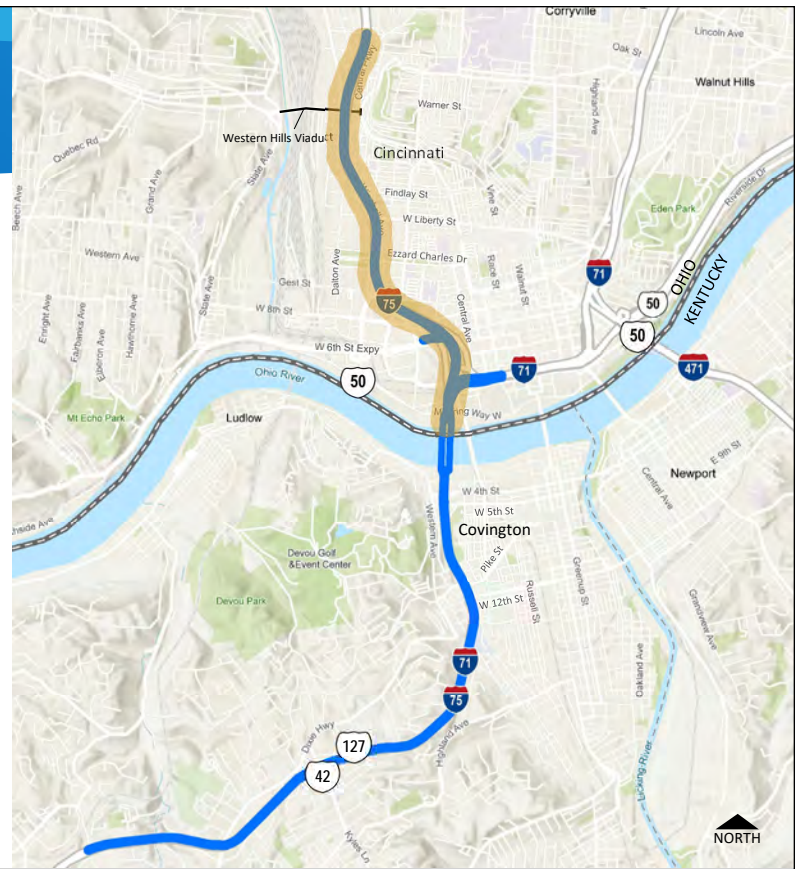
Since the approval of the FONSI in 2012, KYTC has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements into the project. These studies resulted in several refinements to Preferred Alternative I, which we are referring to as "Concept I-W" and what we will be presenting to you tonight.

Also since 2012, KYTC has begun purchasing the land needed to build the project.

Project Description

Ohio

- Widen I-75
- Rebuild all overpass bridges and interchanges
- Build a collector-distributor system
- Tie into Mill Creek Expressway-Hopple Street Interchange project
- Tie into the Western Hills Viaduct project
- Add a northbound exit to Ezzard Charles Drive
- Connect to I-71 and US-50E



In Ohio, the project will add one lane in each direction to I-75, remove left exits, and rebuild all bridges and interchanges. A collector-distributor system will also be added to connect I-75 traffic to and from the local street network and US-50 West.

Project Description

Brent Spence Bridge

- New double-decker companion bridge
 - 5 lanes each deck
 - Carry through (interstate) traffic
- Rehabilitate and reconfigure existing bridge
 - Three lanes each deck
 - Increased inside/outside shoulders
 - Carry local traffic



Note: Bridge details will come in with click (marked by #).

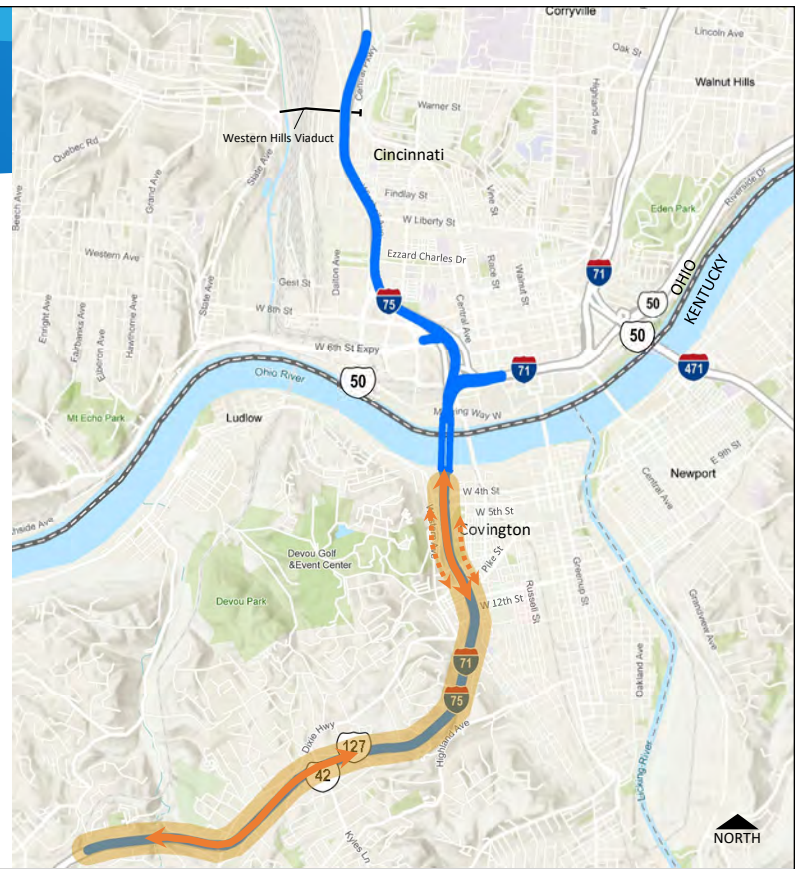
Let's move south to the Brent Spence bridge crossing. The project will build a new double decker companion bridge with five lanes on each deck west of the existing BSB. The new bridge will carry through (interstate) traffic. (#)

The existing double-decker Brent Spence bridge will be rehabilitated and reconfigured to reduce the number of lanes on each deck from four to three and increase inside and outside shoulder widths. The existing bridge will carry local traffic only.

Project Description

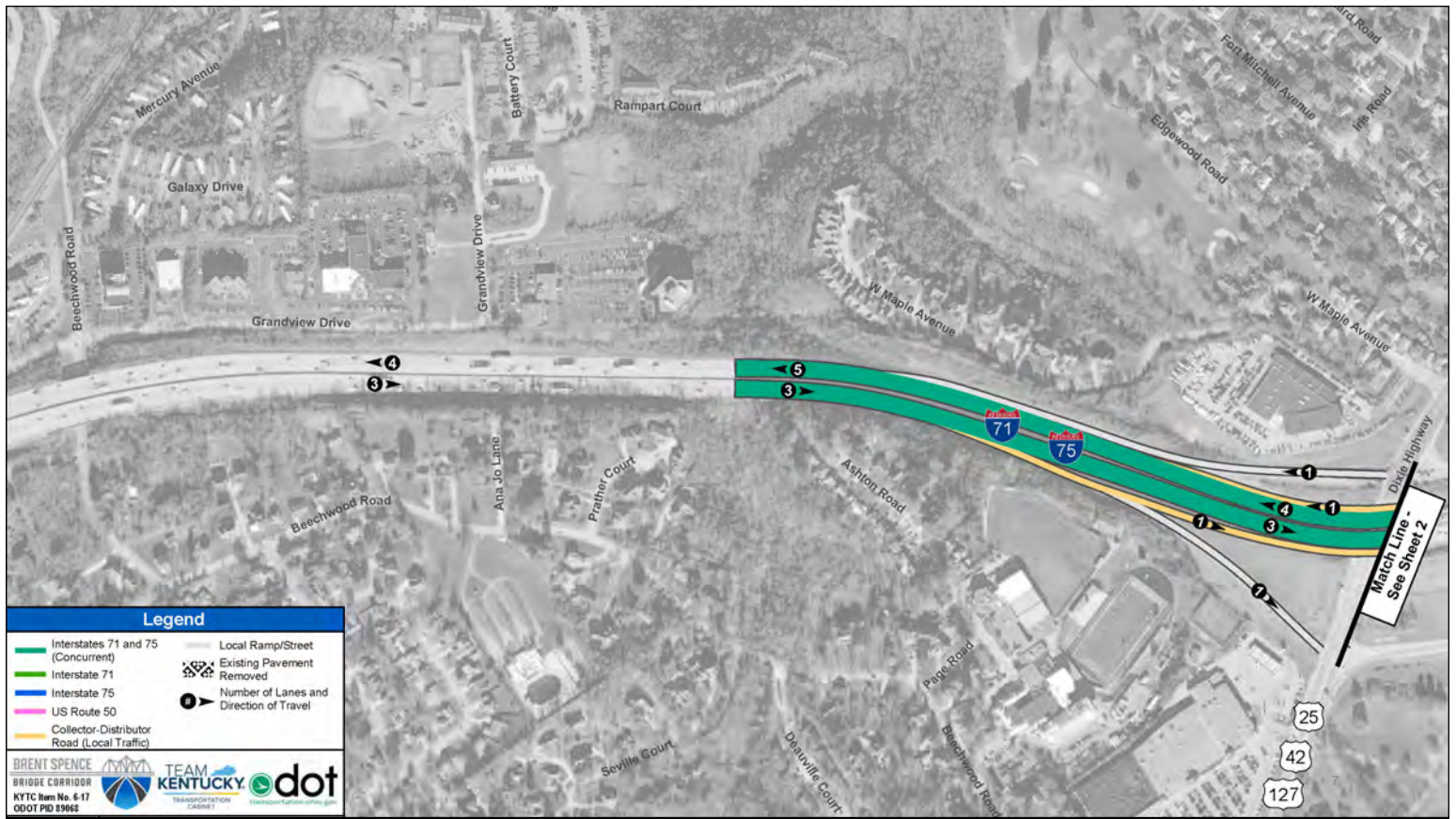
Kentucky

- Reconstruct and widen I-71/I-75
- Rebuild all overpass bridges and interchanges
- Extend frontage roads in Covington
- Construct a collector-distributor system from 12th Street north
- Construct collector-distributor systems between Dixie Highway and Kyles Lane



Note: Project details will come in with click (marked by #).

In Kentucky, the project will reconstruct and widen I-71 and I-75 and rebuild all overpass bridges and interchanges. (#) The project will also extend existing frontage roads connecting 5th Street and Pike Street going northbound and 4th Street and Pike Street going southbound to improve connectivity in Covington. (#) A collector-distributor system will also be built beginning northbound at 12th Street to connect interstate traffic to and from the local street network. (#) Lastly, collector-distributor lanes will be built from south of Dixie Highway and north of Kyles lane to reduce the need for traffic to weave between ramps and the through lanes on the interstate.



This slide shows how traffic will move through Fort Mitchell. The green shows through traffic on the interstate. As shown in the orange, a collector distributor road will start just south of Dixie Highway. The purpose of the collector-distributor road is to reduce the number of places where traffic is entering and exiting the freeway to reduce the number of times vehicles weave in and out of the through travel lanes to access local roads. As shown here, in the northbound direction, traffic traveling to Dixie Highway and Kyles Lane will exit onto the collector-distributor road south of Dixie Highway. Vehicles traveling to Dixie Highway will then leave the collector-distributor road and take a ramp to Dixie Highway (shown in grey). Traffic traveling to Kyles Lane will continue north on the collector-distributor road.



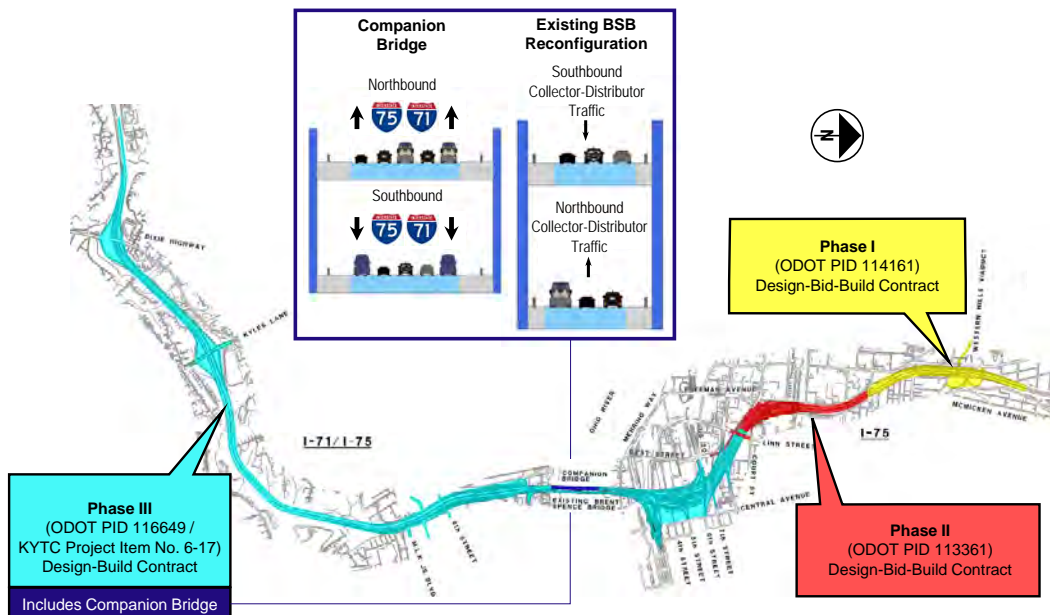
Moving further north, traffic from Dixie Highway will travel down a ramp to enter the northbound collector-distributor road. Next, traffic traveling to Kyles Lane will leave the collector-distributor road and use a ramp to reach Kyles Lane. Northbound traffic will travel through on the collector-distributor road, and more traffic will enter from Kyles Lane.



Finally, the traffic on the collector-distributor road will join with traffic from the Kyles Lane ramp and enter the interstate going northbound. Notice that there will be only one northbound exit and one entrance between Dixie Highway and Kyles Lane instead of one exit and one entrance for each road. Consolidating these access points will improve traffic flow and reduce high-speed crashes on the interstate.

The traffic movements we just walked through will be reversed in the southbound direction, providing the same access scheme and improvements in traffic flow and safety.

Project Description

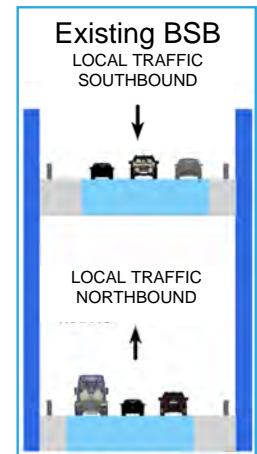


10

The project is going to be built in three phases. Phases I and II (shown in yellow and red) will be built in Ohio. Phase III (shown in blue) will build everything else, including the new companion bridge. The entire Kentucky corridor will be built in Phase III, which is following a progressive design-build process that will begin in 2023.

What Has Changed?

- Reconfigured how traffic travels across the Ohio River
 - Companion bridge carries through (interstate) traffic
 - Existing bridge carries local traffic
 - All northbound and southbound traffic on one deck
 - Width of companion bridge substantially reduced



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As mentioned earlier, since the 2012 EA and FONSI, KYTC has been studying ways to improve the design, simplify the construction, reduce costs, reduce impacts, and incorporate additional enhancements. One of the biggest changes is how traffic will travel across the Ohio River. The Preferred Alternative identified in 2012 mixed local and interstate traffic on both bridges. The 2012 design also placed northbound and southbound traffic on the same bridge decks, which required additional width for a median to safely separate opposing traffic.

Concept I-W carries all interstate traffic on the new companion bridge and all local traffic on the existing Brent Spence Bridge. In addition, all northbound and southbound traffic is grouped on their own bridge decks. As a result, the width of the companion bridge was reduced from 172 feet to 107 feet, substantially reducing the cost of the bridge. This configuration will also improve traffic flow and safety by separating through and local traffic.



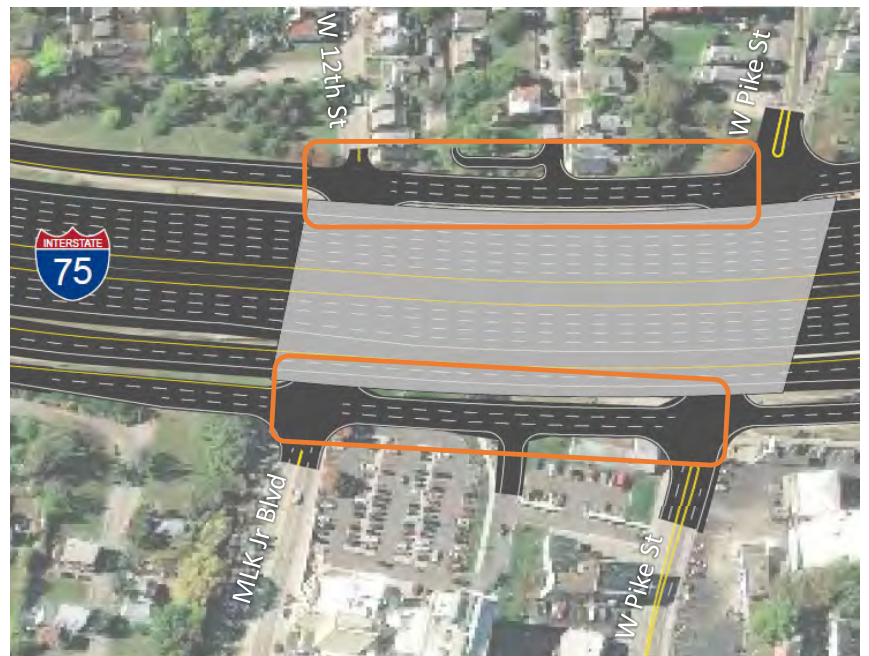
This drawing shows what the new companion bridge and the existing Brent Spence Bridge might look like after the project is built. Please note that the final design of the companion bridge will not be complete for a few years. It is possible it could be a cable-stayed design.



Here's another view from Covington.

What Has Changed?

- Reduced shoulders
- Reduced design speeds
- Reduced lanes on frontage roads
- Reduced relocations
 - Residential | 40+ then vs. 4 now
 - Commercial | 6 then vs. 5 now

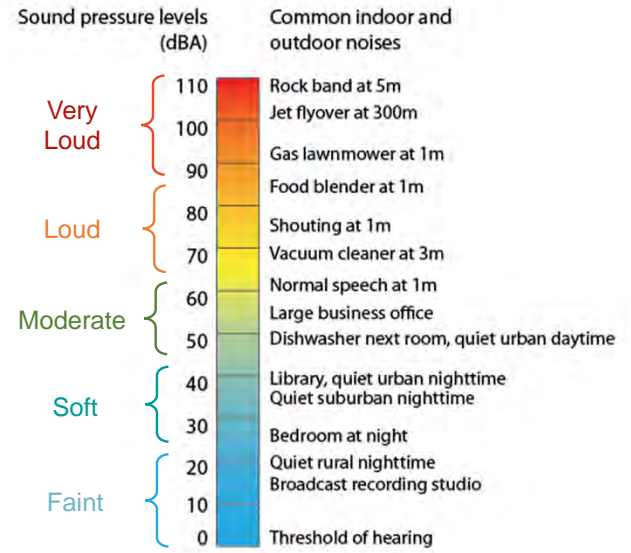


Since 2012, the design has been refined to reduce shoulder widths on I-71, I-75, and collector-distributor roads to 10 feet to match current design standards. Previous design standards were 12 feet. In addition, the design speeds on I-71, I-75, and the collector-distributor roads were adjusted to match the posted speed limits – which is 55mph for the interstate and 45 mph for the collector-distributor roads. This is 5 mph less than the 2012 design. We also completed additional traffic analyses and were able to reduce the number of lanes on the frontage roads between West 12th Street and Pike Street in Covington. There were originally 5 lanes northbound and 4 lanes southbound, and we were able to reduce both directions to 3 lanes.

These changes coupled with additional refinements to the design have substantially reduced the overall area needed to build the project in Kentucky. As a result, we've been able to substantially reduce the number of residents who will need to be relocated to build the project. In 2012, we estimated that over 40 residences would need to be relocated. Today, only 4 residences need to be relocated. In 2012, we estimated 6 businesses would need to be relocated. Now that number is 5.

Noise

- Noise: Unwanted sound.
- Decibel (dB): Used to measure the intensity of a sound.
- A-weighted decibel (dBA): Gives a scale for noise levels as perceived by the human ear.
 - Change in 1 dBA = barely perceptible
 - Change in 10 dBA = doubling or halving of sound



Source: Minnesota Pollution Control Agency

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Now let's dig into how the project will impact Fort Mitchell, starting with noise. To give some context, let's take a moment to go over some noise fundamentals. It's fairly obvious that noise is unwanted sound, but how do we measure it? Many of us have heard of a decibel, which is the unit we use to measure the intensity of sound – similar to how we use a foot to measure distance or a pound to measure weight. For highway noise analysis, we use an A-weighted decibel, which measures how sound is perceived by the human ear. The chart to the right gives a feel for the A-weighted decibels associated with common sound sources. For example, when you are right next to a gas-powered lawn mower or near the stage at a rock concert, it will be very loud – with A-weighted decibels in the 90-110 range. When you are vacuuming or making that smoothie in the morning, you are experiencing loud sounds in the range of 70 to 85 decibels. Your normal daily activities like having a conversation and working at your desk expose you to moderate sound levels in the range of 50-65 decibels. As you can see, sound levels fall off quickly from there. An important thing to note is that sound is measured on a logarithmic scale. We won't go into all the math behind that, but it is good to know that a difference of 1 decibel is barely perceptible to the human ear, and a change of 10 decibels is about equal to a doubling or a halving of the noise you hear.

Noise

- KYTC Noise Policy
- Developed in partnership with FHWA
- Define thresholds for whether a noise barrier is feasible and reasonable
 - Are areas of frequent human exterior use present?
 - Does the noise level exceed certain established thresholds?
 - Does the noise level substantially increase?
 - Can a barrier effectively block noise?
 - Does a barrier provide enough noise reduction to justify cost?
 - Does the community want a noise barrier?
- Noise walls must meet all feasible and reasonable thresholds.

Kentucky Transportation Cabinet
Department of Highways
Division of Environmental Analysis



NOISE ANALYSIS AND ABATEMENT POLICY

APPROVED BY:

Todd Jeter, Division Administrator
Federal Highway Administration

Date

James Gray, Secretary
Kentucky Transportation Cabinet

Date

Revised August 1, 2022
EFFECTIVE DATE JULY 1, 2020
Revised July 1, 2016
Original July 2011

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KYTC has a formal Noise Policy that was developed in partnership with the Federal Highway Administration that guides how traffic noise is evaluated for transportation projects. The first thing we examine is whether there are areas where people congregate outside. This could include someone's yard, a picnic area, or a recreation area, among others. The second thing we examine is whether the predicted noise level approaches or exceeds certain thresholds for different uses, which we call receptors. For example, the threshold for a hotel or office receptor is 72 dbA, while the threshold for a house receptor is 67 dbA. We also determine if there is a substantial increase – specifically a 10 dbA increase - in the predicted noise level when compared to what existed before the project. If the noise level is predicted to approach or exceed the established thresholds or to have a substantial increase, that area is considered to have a noise impact.

If a noise impact is identified, we evaluate if a barrier is feasible, or, “Can it effectively block noise?” In Kentucky, that means determining if a barrier can provide a minimum 5 dbA reduction for three of the impacted receptors. In addition, the barrier must not pose any overriding engineering, constructability, safety, or maintenance issues.

If a barrier is found to be feasible, then KYTC evaluates whether it is reasonable to construct the barrier. When evaluating if a barrier is reasonable, we look at whether a barrier meets certain noise reduction design goals and if it is cost effective. Specific criteria for evaluating these factors are spelled out in KYTC's noise policy. A noise wall must be found to be BOTH feasible AND reasonable in order to be built.

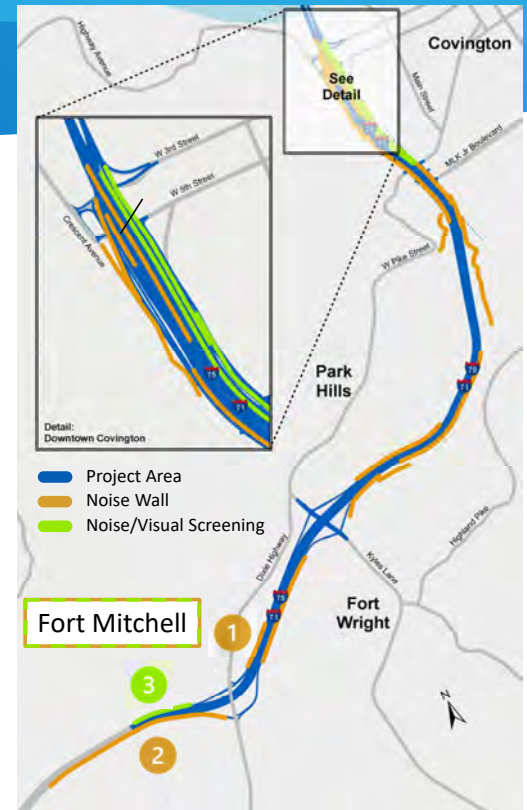
If a noise barrier is found to be both feasible and reasonable, then KYTC will ask the people who will benefit from it if they actually want it. If they agree, a noise barrier will be built.

Noise

Noise walls reasonable/feasible per KYTC Noise Policy

- 1 • North of Dixie Highway
 - Without noise wall = 69 dBA
 - With noise wall = 61 dBA
- 2 • South of Dixie Highway (East of I-71/75)
 - Without noise wall = 66 dBA
 - With noise wall = 59 dBA

Sound pressure levels (dBA)	Common indoor and outdoor noises
70	Vacuum cleaner at 3m
60	Normal speech at 1m Large business office



Note: Sound levels represent the average for the area benefitted by the wall.

In Fort Mitchell, two noise walls were found to be reasonable and feasible. The first wall (shown by the number 1) is located north of Dixie Highway and west of the Interstate. The average exterior noise levels are predicted to be around 69 decibels without a noise wall and 61 decibels with a noise wall. These sound levels are averages for all the people who will benefit from the walls. The sound levels will vary depending on where each receptor is located.

The second wall (shown by the number 2) is located south of Dixie Highway and east of the Interstate. The average exterior noise levels are predicted to be around 66 decibels without a noise wall and 59 decibels with a noise wall.

For reference, the sound levels with these noise walls will be slightly quieter than normal conversation.

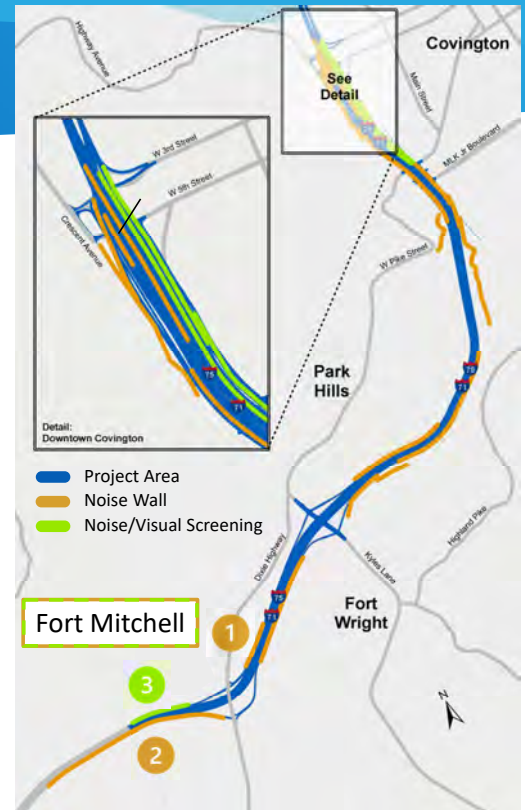
Noise

Noise wall not reasonable/feasible per KYTC Noise Policy

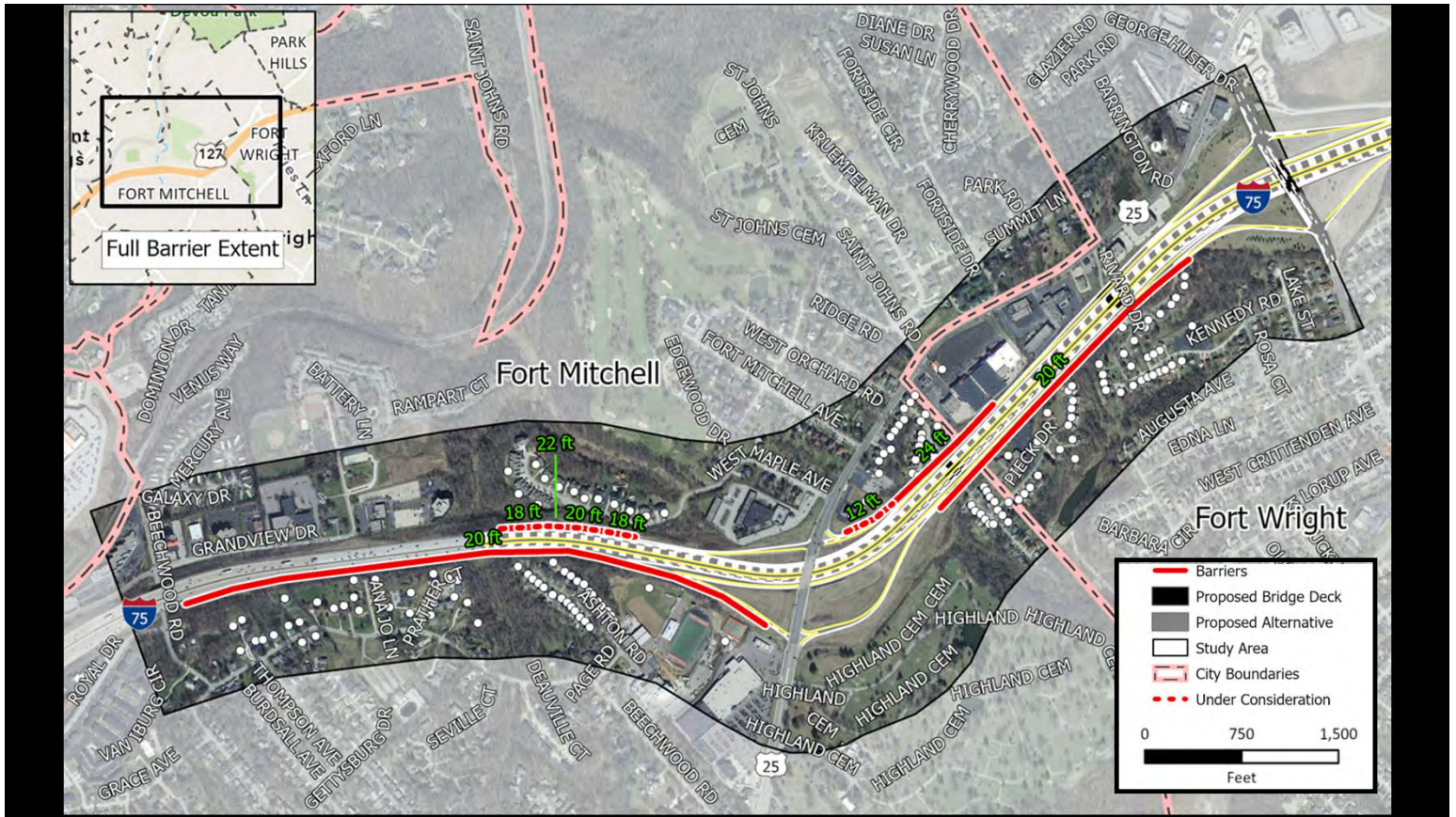
- 3 • South of Dixie Highway (West of I-71/I-75)
 - Noise wall is feasible and meets design goals
 - Noise wall is not cost effective
 - Without wall = 70 dBA
 - With wall = 64 dBA

Sound pressure levels (dBA)	Common indoor and outdoor noises
70	Vacuum cleaner at 3m
60	Normal speech at 1m Large business office

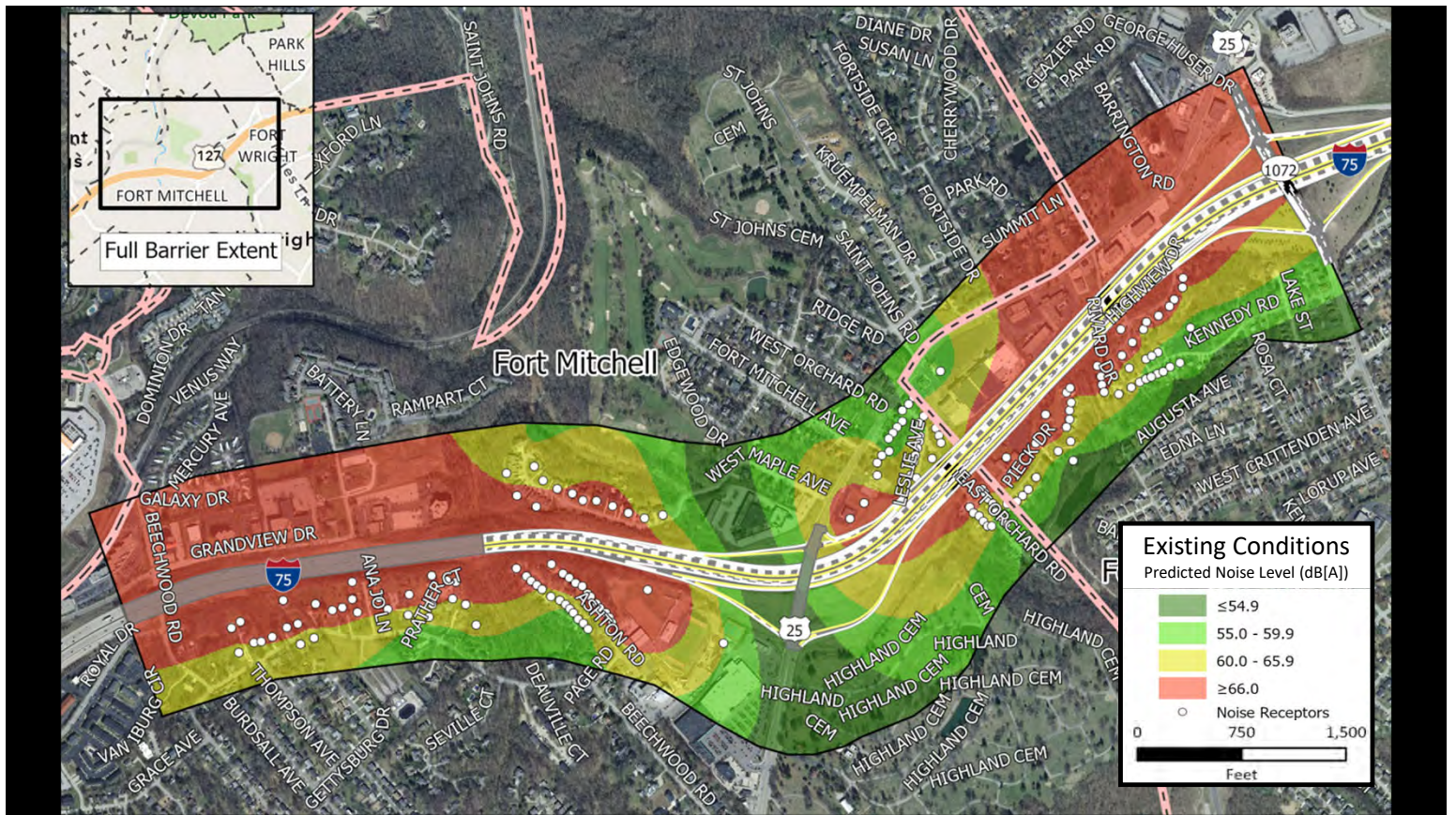
Note: Sound levels represent the average for the area benefitted by the wall.



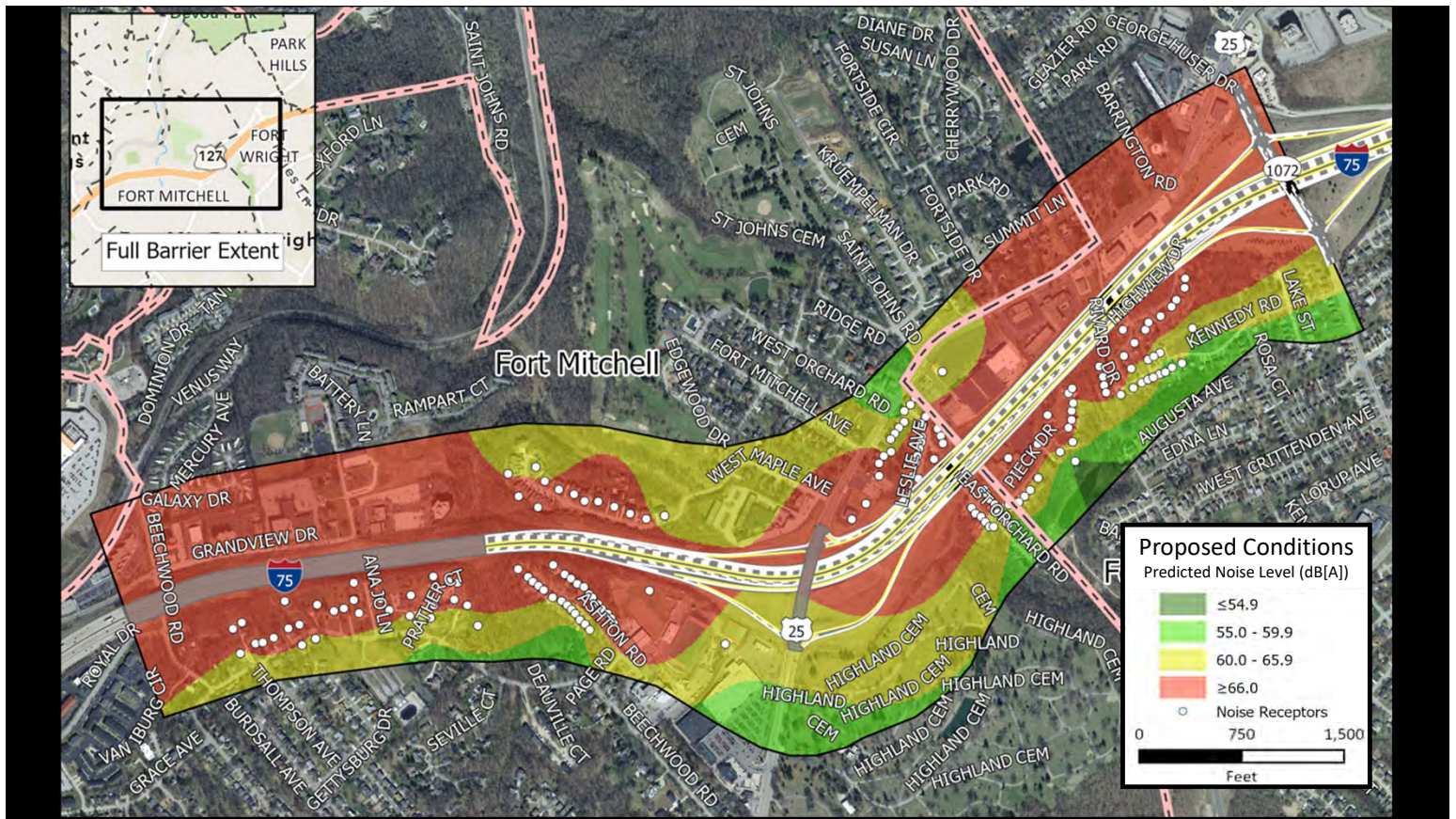
In Fort Mitchell, another noise wall south of Dixie Highway and west of the Interstate (shown by the number 3) was found to be feasible and meet design goals. However, it was not found to be reasonable because it was not cost effective. Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a system of noise/visual screening walls to help provide some noise reduction for residences in Fort Mitchell and to shield views of the highway. KYTC will document their decision about this noise wall system in a technical memo based on the technical feasibility and comments received during this meeting and other outreach activities.



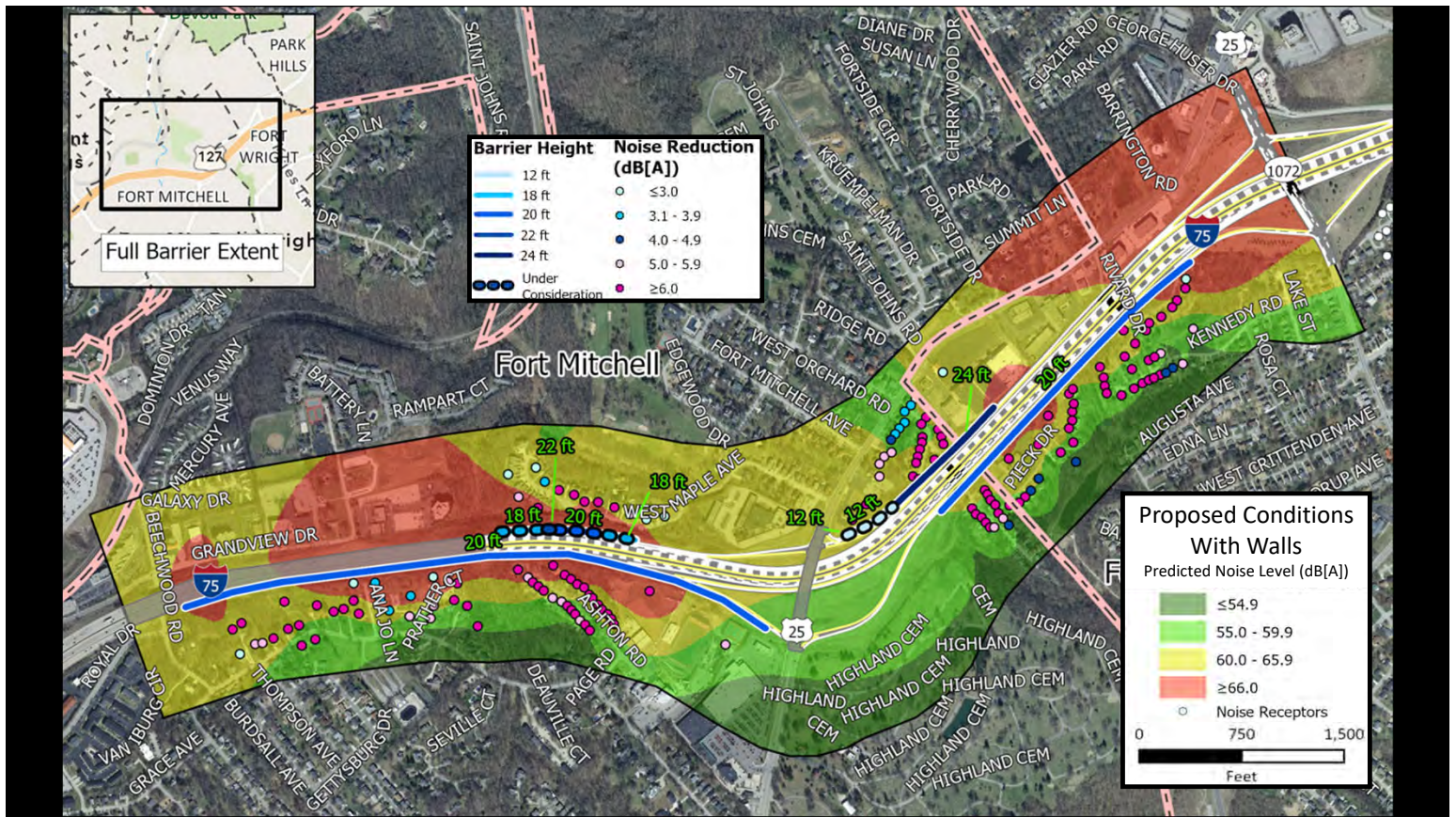
The red lines on this slide show noise walls that were evaluated as part of the noise study for northern Peaseburg. The green numbers show the heights of the different sections of the noise walls.



This slide highlights the receptors evaluated as part of the noise analysis for Fort Mitchell. The color gradient indicates existing noise readings, with red representing areas with higher sound levels and green representing quieter areas.



This slide shows how sound conditions are projected to change for the evaluated receptors by the year 2050 after the project is built. The color gradient indicates predicted noise levels, with red representing areas with higher sound levels and yellow representing moderate sound levels.



This slide shows predicted noise levels for the evaluated receptors under proposed (2050) conditions with construction of a noise wall. For the receptors, anything with light pink and dark pink have a reduction of 5 decibels and are considered benefitted receptors.

Enhancement Measures

- Working with Fort Mitchell to develop aesthetic guidelines
 - Landscaping
 - Streetscapes
 - Treatments for piers, abutments, retaining walls, noise walls, and pedestrian paths
 - Gateways

23

KYTC is working with Fort Mitchell to develop plans for landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, noise walls, and pedestrian paths. An aesthetics committee was formed to provide input on the design and aesthetic appearance of the Brent Spence Bridge and roadway corridor. The role of this group is to evaluate aesthetic treatments through the corridor, including structure type and corridor theme. Multiple aesthetics group meetings will be planned throughout the design process to discuss opportunities to balance aesthetic design goals with a desire to encourage innovation in design and construction.

Cohesive Interstate Treatments



This slide shows some of the potential locations of the enhancements discussed on the previous slide as it relates to Fort Mitchell. While it is an opportunity for a unique gateway at the Dixie Highway interchange, it is important that those treatments do not conflict with those selected for the Kyles Lane interchange.

Gateway Opportunities



Existing Community Signage



Planted Median

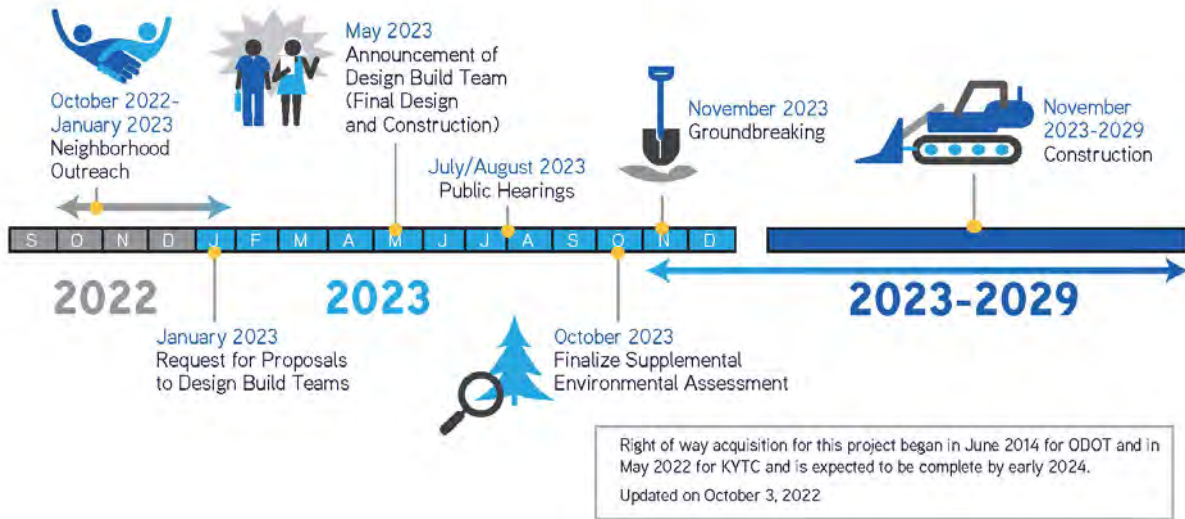


The City of Fort Mitchell provided the project team with information from a 2021 Interchange Study, which became the baseline for enhancements and gateway opportunities. Examples include neighborhood signage and planted medians.



This view shows how the finished project might appear when looking north on I-71 and I-75 at Dixie Highway. Notice the noise walls on both sides, including near Beechwood School. Also notice the collector-distributor system separated by a traffic barrier. Also notice the opportunities for ramp buffer areas and landscaping in open areas for unique gateways. Finally, note the proximity of Kyles Lane to the north and the need for aesthetic treatments that work together to unify the corridor.

Schedule



This slide shows the project schedule from today to the completion of construction.



THANK YOU!

For more detailed information or to provide feedback visit:
www.PublicInput.com/bsbc



BRENTSPENCEBRIDGECORRIDOR.COM



This concludes our formal presentation. We would like to hear your thoughts about the project. You can also visit a PublicInput.com to review information about the project and provide your feedback.



[Attachment 5: Exhibits](#)



Legend

- | | | | | | |
|--|-------------------------------|--|--|--|--|
| | New Pavement | | New Bike Lane | | Existing Right-of-Way |
| | New Bridge Deck | | Wetlands | | Proposed Right-of-Way |
| | Guardrail | | Streams | | Proposed Permanent Easement |
| | Retaining Wall | | Construction Impact on Stream or Wetland | | Proposed Temporary Easement |
| | Noise Wall | | NRHP Listed or Eligible Site | | Existing Pavement Converted to Green Space |
| | Noise / Visual Screening Wall | | NRHP Historic District | | Impacted Structure |
| | New or Widened Sidewalk | | Community Resource | | |
| | New Shared-Use Path | | | | |

Sheet 1 of 8

Match Line - See Sheet 2

Highland Cemetery



Match Line -
See Sheet 1

Match Line -
See Sheet 3

Legend			
	New Pavement		Existing Right-of-Way
	New Bridge Deck		Proposed Right-of-Way
	Guardrail		Proposed Permanent Easement
	Retaining Wall		Proposed Temporary Easement
	Noise Wall		NRHP Listed or Eligible Site
	Noise / Visual Screening Wall		NRHP Historic District
	New or Widened Sidewalk		Community Resource
	New Shared-Use Path		Impacted Structure
	New Bike Lane		
	Wetlands		
	Streams		
	Construction Impact on Stream or Wetland		

BRENT SPENCE
 BRIDGE CORRIDOR
 KYTC Item No. 6-17
 ODOT PID 89068

TEAM KENTUCKY
 TRANSPORTATION CABINET

dot
 transportation.ohio.gov

0 250 500 Feet

Aerial Imagery by Maxar, Microsoft



Brent Spence Bridge Corridor (Looking Northwest from Kentucky)



Brent Spence Bridge Corridor - Kentucky (Looking Southeast)





Attachment 6: Comment Forms

COMMENT FORM



Contact information is not required but will ensure you receive a response, should one be required.

Name: _____

Mailing address (or nearest cross streets): _____

Email address: _____ Phone: _____

Business/Organization Name: _____

Business/Organization Address: _____

What is your interest in the proposed project? (Select all that apply.)

- Area Resident
- Area business owner or employee
- Commuter
- Other: _____

General Comments (Please attach additional pages, if needed):

THE FT MITCHEL POINT NEIGHBORHOOD
IS CONCERNED ABOUT INCREASED NOISE
FROM THE HIGHWAY
WE ARE HOPEFUL THAT SOME NOISE
ABATEMENT STRUCTURE WILL BE PART OF
THE PROJECTS

COMMENTS DUE BY
January 5, 2023

- Comments may be submitted:
- Verbally or in writing after the meeting
 - By email at Keith.Smith@dot.ohio.gov
 - By telephone at 1-800-831-2142
 - Online at PublicInput.com/bsbc
 - By mail using address on back



KYTC Item No. 6-17 | ODOT PID 89068



DEMOGRAPHICS FORM



Thank you for taking a few minutes to complete this survey. Answering the following questions is optional, but your response will be extremely helpful in ensuring the fairness and equity of ODOT's and KYTC's public involvement process. Submissions will be kept confidential and separate from any personally identifiable information so that respondents will remain anonymous. These questions are not listed in any particular order.

What is your race or ethnicity?

- Black or African American American Indian or Alaskan Native Asian Hispanic or Latino
 White Native Hawaiian or Other Pacific Islander
 I prefer to self-describe: _____

What is the primary language spoken in your home?

- English Spanish Other (Please specify): _____

Was project information translated into other languages appropriately?

- Yes No Not Applicable

How many people live in your household?

- 1 - 2 3 - 5 6 +

What are the age ranges of those living in your household? (Check all that apply.)

- Under 18 19 - 44 45 - 64 65 +

What is your annual household income?

- Less than \$10,000 \$10,000 - \$24,999 \$25,000 - \$49,999 \$50,000 - \$74,999
 \$75,000 - \$99,999 \$100,000 - \$149,999 \$150,000 +

What is the highest level of education completed by members of your household?

- No Elementary school Middle school High school College/university
 Other: _____

Do any individuals living in your home have a physical or mental impairment which substantially limits one or more major life activities?

- Yes No

Please suggest additional ways you think ODOT and KYTC can improve the inclusiveness of their public outreach efforts.

Thank you for helping ODOT and KYTC improve their public involvement practices!

Please submit this page only:
Email to: Keith.Smith@dot.ohio.gov
Mail to: Ohio Department of Transportation, District 8
ATTN: Keith Smith, P.E.
505 South State Route 741
Lebanon, OH 45036-9518



COMMENT FORM



Contact information is not required but will ensure you receive a response, should one be required.

Name: [REDACTED]

Mailing address (or nearest cross streets):
[REDACTED]

Email address: [REDACTED] Phone: [REDACTED]

Business/Organization Name: self

Business/Organization Address: _____

What is your interest in the proposed project? (Select all that apply.)

- Area Resident Area business owner or employee Commuter
 Other: _____

General Comments (Please attach additional pages, if needed):

Need a sound wall

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- Yes No Not Applicable

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- English
- Spanish
- Other (Please specify): _____

Was project information translated into other languages appropriately?

- Yes
- No
- Not Applicable

How many people live in your household?

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- 3 - 5
- 6 +

What are the age ranges of those living in your household? (Check all that apply.)

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- No
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- Middle school
- High school
- College/university
- Other: _____

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Lebanon, OH 45036-9518



COMMENT FORM

BRENT SPENCE
BRIDGE CORRIDOR



Contact information is not required but will ensure you receive a response, should one be required.

Name: [REDACTED]

Mailing address (or nearest cross streets): _____

Email address: [REDACTED] Phone: [REDACTED]

Business/Organization Name: _____

Business/Organization Address: _____

What is your interest in the proposed project? (Select all that apply.)

- Area Resident
- Area business owner or employee
- Commuter
- Other: _____

General Comments (Please attach additional pages, if needed):

Concern regarding [REDACTED]

Was told property was on the demo list, but did not hear back.

**COMMENTS DUE BY
January 5, 2023**

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KYTC Item No. 6-17 | ODOT PID 89068



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Business/Organization Address: _____

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 Other: _____

General Comments (Please attach additional pages, if needed):

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Was project information translated into other languages appropriately?

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- Not Applicable

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- 6 +

What are the age ranges of those living in your household? (Check all that apply.)

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- 45 - 64
- 65 +

What is your annual household income?

- Less than \$10,000
- \$10,000 - \$24,999
- \$25,000 - \$49,999
- \$50,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 +

What is the highest level of education completed by members of your household?

- No
- Elementary school
- Middle school
- High school
- College/university
- Other: Graduate

Do any individuals living in your home have a physical or mental impairment which substantially limits one or more major life activities?

- Yes
- No

Please suggest additional ways you think ODOT and KYTC can improve the inclusiveness of their public outreach efforts.

Thank you for helping ODOT and KYTC improve their public involvement practices!

Please submit this page only:
Email to: Keith.Smith@dot.ohio.gov
Mail to: Ohio Department of Transportation, District 8
ATTN: Keith Smith, P.E.
505 South State Route 741
Lebanon, OH 45036-9518



COMMENT FORM



Contact information is not required but will ensure you receive a response, should one be required.

Name: _____

Mailing address (or nearest cross streets): _____

Email address: _____ Phone: _____

Business/Organization Name: _____

Business/Organization Address: _____

What is your interest in the proposed project? (Select all that apply.)

- Area Resident Area ^{property} business owner or employee Commuter

Other: _____

General Comments (Please attach additional pages, if needed):

Not everyone is connected to the internet. Perhaps a post card might be helpful.

**COMMENTS DUE BY
January 5, 2023**

- Comments may be submitted:
- Verbally or in writing after the meeting
 - By email at Keith.Smith@dot.ohio.gov
 - By telephone at 1-800-831-2142
 - Online at PublicInput.com/bsbc
 - By mail using address on back



KYTC Item No. 6-17 | ODOT PID 89068



DEMOGRAPHICS FORM



Thank you for taking a few minutes to complete this survey. Answering the following questions is optional, but your response will be extremely helpful in ensuring the fairness and equity of ODOT's and KYTC's public involvement process. Submissions will be kept confidential and separate from any personally identifiable information so that respondents will remain anonymous. These questions are not listed in any particular order.

What is your race or ethnicity?

- Black or African American
- American Indian or Alaskan Native
- Asian
- Hispanic or Latino
- White
- Native Hawaiian or Other Pacific Islander
- I prefer to self-describe: _____

What is the primary language spoken in your home?

- English
- Spanish
- Other (Please specify): _____

Was project information translated into other languages appropriately?

- Yes
- No
- Not Applicable

How many people live in your household?

- 1 - 2
- 3 - 5
- 6 +

What are the age ranges of those living in your household? (Check all that apply.)

- Under 18
- 19 - 44
- 45 - 64
- 65 +

What is your annual household income?

- Less than \$10,000
- \$10,000 - \$24,999
- \$25,000 - \$49,999
- \$50,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 +

What is the highest level of education completed by members of your household?

- No
- Elementary school
- Middle school
- High school
- College/university
- Other: Bachelor Degrees

Do any individuals living in your home have a physical or mental impairment which substantially limits one or more major life activities?

- Yes
- No

Please suggest additional ways you think ODOT and KYTC can improve the inclusiveness of their public outreach efforts.

[Redacted] we knew nothing about the meeting.
A friend told us

Thank you for helping ODOT and KYTC improve their public involvement practices!

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